

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A disk brake comprising
  - a brake disk having a preferred rotational direction;
  - a first brake pad or pads (2) having a first resulting center of gravity (S1) on a first side of the brake disk (4);
  - a second brake pad or pads (3) having a second resulting center of gravity (S2) on a second side of the brake disk (4);
  - a caliper (1) for transmitting braking forces produced by the second brake pad (3) to the first side of the brake disk (4);and
  - a clamping device (5) which has a center axis and is configured to push the first brake pad (2) against the brake disk (4), wherein the center axis is perpendicular to the main plane of the brake disk (4) and extends through the first center of gravity (S1), wherein
    - the second resulting center of gravity (S2) is offset, both when the brake is at rest and when ~~it is being~~ actuated, from the first resulting center of gravity (S1) by a

predetermined distance (V) in the circumferential direction toward the side of the brake disk (4) which trails when the disk is rotating in the preferred rotational direction (D), wherein the two resulting centers of gravity (S1, S2) are the same radial distance away from the center axis of the brake disk (4) so that the centers of gravity are circumferentially unsymmetrical and radially symmetrical, ~~and wherein~~

~~the caliper (1) has a radial opening (9) in a bridge area extending across the brake disk (4), while in an area where the brake pads (2), (3) make contact with the disk (4) the caliper (1) is closed, so that the brake pads (2), (3) are supported axially over an entire width thereof.~~

2. (Canceled)

3. (Canceled)

4. (Canceled)

5. (Previously presented) The disk brake according to claim 1, wherein the offset (V) of the second center of gravity (S2) from the first center of gravity (S1) in the direction parallel to the brake disk (4) is at least in part due to an offset of the second brake pad (3) from the first brake pad (2) parallel to the brake disk (4).

6. (Previously presented) The disk brake according to claim 1, wherein the offset (V) of the second center of gravity (S2) from the first center of gravity (S1) in the direction parallel to the brake disk (4) is at least in part due to a difference between the configurations of the first and second brake pads (2, 3).

7. (Previously presented) The disk brake according to claim 1, wherein the offset (V) of the second center of gravity (S2) from the first center of gravity (S1) in the direction parallel to the brake disk (4) is at least in part due to a difference between the weight distributions of the first and second brake pads (2, 3).

8. (Original) The disk brake according to claim 1, wherein the first and/or the second brake pad (2, 3) is wedge-shaped in at least one cross-sectional plane.

9. (Original) The disk brake according to claim 1, wherein the caliper (1) has an opening (9) in an area extending across the brake disk (4).

10. (Original) The disk brake according to Claim 9, wherein the opening (9) extends across the first and/or the second brake

pad (2, 3) in a projection parallel to the brake disk.

11. (Original) The disk brake according to Claim 9, wherein the opening (9) has a contour of a parallelogram.

12. (Original) The disk brake according to claim 1, comprising a plate-shaped bracket part (6).

13. (Original) The disk brake according to Claim 12, wherein the bracket part (6) is an integral part of an axle part (7).

14. (Original) The disk brake according to claim 1, wherein the brake is a sliding caliper disk brake, a hinged caliper disk brake, or a fixed caliper disk brake with one-sided or two-sided clamping.

15. (Original) The disk brake according to claim 1, wherein the brake is a brake for commercial vehicles.